

aware of." And yet another Democratic Senator declared, "they have found an individual that is brilliant, clearly capable as a jurist."

Mr. Speaker, I agree 100 percent. Judge Roberts embodies the qualities we expect in a justice on the highest court, someone who is fair, intelligent, impartial, and committed to faithfully interpreting the Constitution and the law.

In conclusion, God bless our troops and we will never forget September 11, or London, July 7.

GREAT ECONOMIC NEWS

(Mr. PRICE of Georgia asked and was given permission to address the House for 1 minute.)

Mr. PRICE of Georgia. Mr. Speaker, job growth in the U.S. has increased for 25 straight months with unemployment at 5 percent, lower than the average for the last three decades. And the news just keeps getting better.

New home sales hit a record high in June. And that should not come as a surprise, seeing as how more Americans are working than ever before—over 130 million jobs.

But we do not see this on the front page of our newspapers or on the nightly newscasts.

The Republican accomplishments of this House speak for themselves. We passed medical liability reform to prevent frivolous lawsuits from forcing doctors out of practice or closing hospitals and leaving patients with limited access to care.

We passed Association Health Plans to let small businesses pool their resources together in order to purchase affordable health insurance for their employees.

Mr. Speaker, remember the death tax, the tax that unfairly burdened American families at the most inopportune of times? We listened to Americans, to our constituents, and we voted to repeal that unjust and unfair tax.

Mr. Speaker, as we head into the August work period we have a record of accomplishment and we look forward to sharing it with the American people.

TRANSPORTATION BILL: ITEMS ARE LARGER THAN THEY APPEAR

(Mr. FLAKE asked and was given permission to address the House for 1 minute.)

Mr. FLAKE. Mr. Speaker, this bill that we consider today, the transportation bill, ought to carry the same warning that drivers see on their rear view mirror: Items are larger than they appear.

This bill contains a rescission on the last day authorized by the bill several years hence which rescinds about \$9 billion. It is a gimmick. It is nothing more than a gimmick to allow us to spend more than the President said we need to or he would veto the bill.

Mr. President, please veto this bill. We are out of control here on spending.

And this bill goes far over the mark that you have laid out.

It also bothers a lot of us Republicans to hear it described as a "jobs bill." We are hearing jobs, jobs, jobs. We are not all Keynesians here. We do not believe that taking money out of taxpayers' pockets is the best way to create jobs. The best way is to leave it with them.

Mr. Speaker, we ought to have a transportation bill that reflects what is in the trust fund—nothing more. And it ought to be distributed in a way that does not include 6,000 earmarks.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore. The Chair will remind the Members to address their remarks to the Chair, and not to the President.

RECESS

The SPEAKER pro tempore. Pursuant to clause 12(a) of rule I, the Chair declares the House in recess subject to the call of the Chair.

Accordingly (at 9 o'clock and 9 minutes a.m.), the House stood in recess subject to the call of the Chair.

□ 1015

AFTER RECESS

The recess having expired, the House was called to order by the Speaker pro tempore (Mr. BASS) at 10 o'clock and 15 minutes a.m.

PROVIDING FOR CONSIDERATION OF CONFERENCE REPORT ON H.R. 3, SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

Mrs. CAPITO. Mr. Speaker, I ask unanimous consent for the immediate consideration of House Resolution 399.

The SPEAKER pro tempore. The Clerk will report the resolution.

The Clerk read as follows:

H. RES. 399

Resolved, That upon adoption of this resolution it shall be in order to consider the conference report to accompany the bill (H.R. 3) to authorize funds for Federal-aid highways, highway safety programs, and transit programs, and for other purposes. All points of order against the conference report and against its consideration are waived. The conference report shall be considered as read.

SEC. 2. The Clerk shall not transmit to the Senate a message that it has adopted the conference report to accompany H.R. 3 until the House has received a message that the Senate has agreed to House Concurrent Resolution 226 as adopted by the House or passed H.R. 3514 without amendment.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from West Virginia?

There was no objection.

The resolution was agreed to.

A motion to reconsider was laid on the table.

SURFACE TRANSPORTATION EXTENSION ACT OF 2005, PART VI

Mr. YOUNG of Alaska. Mr. Speaker, I ask unanimous consent that the Committee on Transportation Infrastructure, the Committee on Science, the Committee on Ways and Means, and the Committee on Resources be discharged from further consideration of the bill (H.R. 3512) to provide an extension of administrative expenses for highway, highway safety, motor carrier safety, transit, and other programs funded out of the Highway Trust Fund pending enactment of a law reauthorizing the Transportation Equity Act for the 21st Century, and ask for its immediate consideration.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Alaska?

There was no objection.

The Clerk read the bill, as follows:

H.R. 3512

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Surface Transportation Extension Act of 2005, Part VI".

SEC. 2. ADMINISTRATIVE EXPENSES FOR FEDERAL-AID HIGHWAY PROGRAM.

(a) AUTHORIZATION OF CONTRACT AUTHORITY.—Section 4(a) of the Surface Transportation Extension Act of 2004, Part V (118 Stat. 1147, 119 Stat. 325) is amended by striking "\$292,179,920" and inserting "\$309,260,880".

(b) LIMITATION ON OBLIGATIONS.—Of the obligation limitation made available for Federal-aid highways and highway safety construction programs for fiscal year 2005 by division H of Public Law 108-447 (118 Stat. 3204) not more than \$17,080,960 shall be available, in addition to any obligation limitation previously provided, for administrative expenses of the Federal Highway Administration for the period of July 30, 2005, through August 14, 2005.

(c) CONFORMING AMENDMENT.—Section 2(e)(3) of such Act (118 Stat. 1146, 119 Stat. 325) is amended by striking "July 30" and inserting "August 14".

SEC. 3. ADMINISTRATIVE EXPENSES FOR NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION.

(a) IN GENERAL.—There shall be available from the Highway Trust Fund (other than the Mass Transit Account) for the Secretary of Transportation to pay the administrative expenses of the National Highway Traffic Administration in carrying out the highway safety programs authorized by sections 157 and 163 of chapter 1 of title 23, United States Code, and sections 402, 403, 405, and 410 of chapter 4 of such title, the National Driver Register under chapter 303 of title 49, United States Code, the motor vehicle safety program under chapter 301 of such title 49, and the motor vehicle information and cost savings program under part C of subtitle VI of such title 49 \$4,125,000 for the period of July 30, 2005, through August 14, 2005.

(b) CONTRACT AUTHORITY.—Funds made available by this section shall be available for obligation in the same manner as if such funds were apportioned under chapter 1 of